





## INTIMATIONS

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**A. S. WATSON & CO.,  
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HONGKONG DISPENSARY AND  
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**The Daily Press.**

HONGKONG, AUGUST 28TH, 1914.

The British Empire is exceptionally fortunate in having at the War Office in the present crisis a man of Lord Kitchener's soldierly qualities, great military experience and capacity for organisation. The Empire reposes in him the most implicit confidence, and, as we have seen, is ready to respond to every call he may deem it necessary to make upon their patriotism. The statement his Lordship made in the House of Lords on Wednesday stamps him for what he is—a man of iron will, calm resolution and inflexible determination that the end in view shall be gained, cost what it may. There is no note of alarm over the fact that the Allied Forces in the field have had to retire to their original position before superior forces of the enemy. As an experienced soldier he is able to appreciate the strategical reasons for this, and the general tenour of his speech infects every British subject with his own confidence in ultimate victory. He prepares the Empire for the considerable sacrifices which the war will entail, confident that they will be willingly borne for the sake of the honour and position of the Empire in the World. His Lordship's references to the gallant Belgian Army and "our resolution to make sure that none of the sacrifices made by Belgium will have been unavailing" are especially inspiring. No less so are his announcements regarding the splendid response already made

both at Home and in the Colonies to the call for service. The size of the force Lord Kitchener contemplates putting into the field must be a startling surprise for Germany and at the same time a gratifying assurance to our Allies of Great Britain's determination to support them with an Army not unworthy of the power and the responsibilities of our Empire. For many years past we have had publicists lamenting that Great Britain, in face of the growing peril from the growth of armies on the Continent, has not abandoned her faith in voluntary service and made military service compulsory; but now that the hour of danger has come, it is made abundantly clear that Great Britain has little or nothing to regret on that account. Perhaps the one feature of the speech which has opened the eyes not only of the British people, but of all men, are the references it contains to the possible duration of the war. Lord Kitchener emphasised that he had taken his present post "for the duration of the war, or for three years," adding that if the war lasted longer, others would then be able to take their places and see the matter through. He spoke also of the scale of the field Army now being raised attaining in the course of the next six months a total of thirty divisions, which would be continually maintained in the field, but "if the war were protracted and fortunes varied or were adverse, then he was confident that further exertions and sacrifices for the Empire would not be denied." There are writers who have tried to persuade the World that the outbreak of a general war in Europe was impossible for financial and economic reasons; and that, if by some unhappy chance, war did break out, it could scarcely last a month. The first illusion has been shattered, and very soon the second will have been disproved also. When we bear in mind how a little poverty-stricken country like Serbia has managed to exist and to maintain herself at war for so many months during the past two years, we must begin to doubt whether the accepted estimates are correct regarding the capacity of the greater nations to engage in war for protracted periods. Of this there can be no doubt—the end of the war can only come when Germany renounces her ambitions and sues for peace, and we cannot believe that the World will have to wait three years for that event.

Mr. Heki, the new Japanese Minister, has arrived in Peking.

The Waichiau has forwarded a Note to the Legations, suggesting a postponement of the Boxer indemnity payments.

The Great Northern Telegraph Co., Ltd., announced yesterday that cable communication with Japan is again normal.

We have been requested to state that the Peak Police will parade for drill at the Central Police Station at 5.30 sharp this afternoon.

On "good authority" it was stated in Shanghai last week that Dr. Sun Yat-sen and Chen Chi-wei were again within the jurisdiction of the Settlement authorities, having recently come from Japan. On equally "good authority" the statement has been denied.

The Tibetan Government has issued a notification declaring that Chinese coin is no longer legal tender. They are being called in at twenty per cent. discount and several Lhasa merchants with large stocks will lose heavily.

The French Convent School reopens on Tuesday next, 1st September. A new course of studies meeting the requirements of the Code and the Hongkong University has been drawn up. Private lessons are also given in French, English, Music, and Stenography.

At the Magistracy yesterday Acting-Inspector Kent, prosecuting a Chinese for hawking fresh fish in Staunton Street, told the Magistrate that a lot of this had been going on in Staunton Street, and there had been many complaints. His Excellency the Governor had given special orders that attention should be given to this matter.

## FOOD PRICES IN HONGKONG.

We have pleasure in drawing the attention of the public to a useful notice by the Food Committee which will be found in our Advertisement columns on page 4.

## TYPHOON WARNING.

A telegram received in Hongkong from the Manila Observatory at 11.55 a.m. yesterday reported a cyclone or typhoon, near or over Southern Formosa, moving E.N.E.

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## SHIPS COLLIDE IN A FOG.

AMERICAN STEAMER SINKS—SEVENTEEN PEOPLE DROWNED.

LONDON, August 27th.

The British steamer *Princess Victoria* collided with the American steamer *Admiral Sampson* in a dense fog in Puget Sound. The *Admiral Sampson* sank and seventeen people were drowned.

[The *Admiral Sampson* is a vessel of 2,262 tons gross (1,432 net), built at Philadelphia, Pa. in 1898, and owned by the Alaska Pacific S.S. Co. There are several vessels named *Princess Victoria* in the Mercantile Navy List, including one owned by the Canadian Pacific Railway Co. This is a vessel of 1,043 tons gross, (428 net), built at Wallsend-in-Tyne.]

## CORRESPONDENCE.

## THE KOWLOON-CANTON RAILWAY.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."

HONGKONG, August 27th.

DEAR SIR,—I wish to warn the public against placing too much reliance in the time-tables published by the K.-C. Railway. Last night I crossed by the 7.45 p.m. Ferry, but found that the 8 p.m. train which it is shown to catch had gone. The printed time-tables at Kowloon Station, at the Ferry Pier and at many other places show night trains leaving Canton at 6.15 p.m. and Kowloon at 12.45, but it is uncertain whether or not these trains are running now.

At the Ferry Pier there is a notice to say their times have been altered, though it does not appear to have occurred to anyone to correct the time-table on the adjoining board, and at Kowloon Station another notice indicates that they have ceased running, though there again no one appears to have had sense enough to correct the time-table. It seems to be expected that intending passengers should read through all the various notices daily to see if they contain any alteration to the time-tables.—Yours faithfully,

L. GIBBS.

## THE RECENT CHINESE BAZAAR.

Mr. Young Hee, the Hon. Secretary of the recent Chinese Bazaar, writes:—

I am directed by the Committee of the Flood Relief Bazaar to request you to be good enough to make known to the public through the medium of your valuable columns that, at the Bazaar which was held at West Point recently, Messrs. A. S. Watson & Co., in addition to their gift of free supply of aerated waters, offered to present two gold and two silver medals to those gentlemen who paid the highest prices for a bottle of the Company's aerated waters. The gold medals were won by Messrs. Wong Shau Shan and Lau Yu Fong, who paid \$220 and \$210 respectively, and the silver medals were awarded to Messrs. Lau Yik Cheuk and Ho Kam Tong, who paid respectively \$100 and \$50. The medals, which are very handsomely made, have been received by the Committee and handed over to the gentlemen above-named. The Committee beg to tender Messrs. A. S. Watson & Co. their sincerest thanks for the Company's very generous gift of aerated waters and medals.

THE CUSTODY OF A REVOLVER.

Before Mr. Melbourne at the Magistracy yesterday, F. Nicol, of the Imperial Hotel, was charged with being in unlawful possession of a revolver and six rounds of ammunition, having no licence from the Captain-Superintendent of Police.

The defendant told the Court that the revolver and ammunition belonged to a ship's officer, named McCallum, who had left it in his charge.

Mr. McCallum gave corroborative evidence, and said he intended to take out a licence.

Detective-Sergt. Wills pointed out to his Worship that the proper course for McCallum to have adopted when he left his ship was to have left the weapon in the custody of the Captain-Superintendent of Police until he got another ship.

The Magistrate ordered the forfeiture of the revolver and ammunition, and advised McCallum to apply for a licence, when he would reconsider his decision regarding the forfeiture.

HONGKONG TRAMWAY COMPANY, LIMITED.

The following are the Company's figures for week ending August 22nd:—  
Receipts \$10,120  
Decrease compared with corresponding week last year...\$ 3,606  
Aggregate to date:—  
No. of weeks 34  
Total \$339,043  
Increase to date \$58,462

## SUPREME COURT.

Thursday, 27th August.

## IN BANKRUPTCY JURISDICTION.

BEFORE THE CHIEF JUSTICE (MR. H. H. J. GOMPERTZ).

## A BIG INDIAN FIRM'S FAILURE.

An application was made for a receiving order in respect to the estate of A. M. Essabhooy.

Mr. G. K. Hall Brutton, appearing for the petitioning creditor, said he thought it was the desire of the Official Receiver that the Court should be acquainted with the position as to the assets and liabilities, and after that to adjourn the matter. Shortly, the unsecured liabilities amounted to \$255,000, and the assets secured amounted to \$222,000. The estate in Hongkong was practically solvent, but by reason of the failure of the firm in Bombay, Calcutta, and other places the petition for a receiving order had had to be filed here. He understood that Mr. Lewis had looked into the matter and it was desired that the local assets should be distributed among local creditors.

The Official Receiver (Mr. A. E. Carmichael) said it would be a long time before he would be in a position to know anything of the position at Singapore and the other branches of the firm. The firm in Bombay had a different name, that of M. M. Essabhooy. The branches at Calcutta, Madras, Rangoon, Penang, Singapore, Shanghai, and Kobe, and, he believed, Yokohama, were under the name A. M. Essabhooy. The official assignee at Calcutta had already telegraphed to the person managing the firm in this Colony to hold the assets here on his behalf. He did not think that that could be done without the permission of the Court; in fact he was sure it could not be done. He did not know whether ultimately his Lordship would think it fit to make an order combining those parts of the estate which were in British Colonies or possessions.

His Lordship—I do not think I have that power.

The Official Receiver said it would entail communication with the other Courts individually, seven in all. He thought the difficulties in the way would be very great indeed.

The petition was adjourned.

## "A CONSIDERABLE AMOUNT OF ADJOURNMENT."

On the application for a receiving order in regard to the estate of Li Kin Jong, the Official Receiver said the petition had been adjourned three times already. The petition was filed before 29th May, more than three months ago. He asked his Lordship to consider the question of costs in this case. There had been considerable adjournment, and on two occasions the petitioning creditor had not been represented when the matter was called on for hearing. Mr. R. C. Faithfull, for the petitioning creditor, said it was a mistake on his part on the last occasion. On the other occasion he was engaged in the Magistracy, and arrived at the Court ten minutes after the matter had been mentioned.

The receiving order was made, his Lordship making no special order regarding costs.

## THE KWAN YICK AND THE KWAN-MOW.

Mr. E. L. Agassiz, for the petitioning creditor, applied for an adjournment in the application for a receiving order in regard to the estate of the Kwan Yick. He also made a similar application in regard to the estate of the Kwan Mow. The two firms were practically of the same constitution. The reason for his asking for an adjournment was that he was instructed that there was a scheme of composition being put forward, and negotiations had been very considerably advanced, and that there was a prospect of a substantial composition being paid to the creditors.

The adjournment was granted.

## A PETITION TO BE WITHDRAWN.

The Official Receiver told his Lordship that the petition for a receiving order in regard to the estate of Chan Mak Heung was a debtor's petition, and he understood that the debtor was going to ask to withdraw the petition. Debtor was one of the partners in the firm of Hop Hing, which had failed, and judgment was obtained against him for the balance of the firm's debts. He had no private property, and he therefore filed his petition in bankruptcy, alleging that his assets were insufficient to pay his private debts. If the creditors of the Hop Hing firm would accept a composition of that, as far as debtor was concerned he understood that he would not wish his affairs to be brought into bankruptcy, and he would withdraw the bankruptcy. Mr. Carmichael added that the arrangement was only made and the creditors only finally agreed at 10 o'clock that morning.

His Lordship—That is rather rushing matters.

The petition was adjourned to Chambers.

## AN APPLICATION FOR DISCHARGE.

A. M. Costa appeared in person to support his application for discharge from bankruptcy.

The Official Receiver told his Lordship that the receiving order was made on the debtor's petition on June 1st, 1912, and debtor was adjudged bankrupt in August of the same year. The liabilities were \$1,000, there being no assets. Bankruptcy was due to debtor guaranteeing loans to his friends. About nine-tenths of the debts were represented by promissory notes on money lent. Very substantial notes had already been made before the receiving order. One dividend of 25 per cent. had been paid, and there was now sufficient in his (Mr. Carmichael's) own hands to pay a further dividend of 15 per cent. The debtor's payments had been regular, and his conduct satisfactory. There was no power under the Ordinance to grant debtor's discharge owing to the fact that 50 per cent. had not been paid of the approved debt.

Debtor's discharge was granted subject to his consenting to judgment being entered against him in the name of the Official Receiver to pay a further dividend of 25 per cent., making 50 per cent. in all.

## THE WAR.

[FROM OUR OWN CORRESPONDENT.]

## THE POSITION AT TSINGTAU.

JAPANESE FLEET AND EXPEDITIONARY FORCE SIGHTED.

PEKING, August 27th.

An aeroplane reconnoitring at Tsingtau to-day sighted the Japanese Fleet and Expeditionary Force.

The departure of non-combatants and the removal of the soldiers to barracks has left the city empty. The chimneys of buildings have been taken down.

The Austrian cruiser *Kaiserin Elizabeth* has been dismantled and her crew has arrived at Tientsin.

Only three foreigners remain, viz.: the American Consul and his assistant, and the representative of the Associated Press of America.

Reports of a secret agreement between China and Japan in regard to Tsingtau are officially denied.

The point at which the Japanese force will land has not been disclosed.

[THROUGH REUTER'S AGENCY.]

## THE GREAT BATTLE IN BELGIUM.

A GERMAN PRINCE KILLED AT NAMUR.

LONDON, August 26th.

A telegram from Copenhagen says that a German official telegram states that Prince Friedrich of Saxe Meiningen was killed by a shell at Namur on the 23rd inst.

## BRITISH SYMPATHY WITH BELGIUM.

LONDON, August 26th.

4.20 p.m.

Mr. Asquith announced in the House of Commons that he will move to-morrow a humble address to His Majesty the King, praying him to convey to the King of the Belgians the sympathy and admiration of the House and country for the Belgians in their heroic resistance, and the assurance of Great Britain's determination to support Belgium in every way to vindicate her independence and the public law of Europe.

The announcement was greeted with cheers.

## GERMANS REPULSED ON THE SOUTHERN FRONTIER.

LONDON, August 26th.

The Press Bureau announces that it is officially stated that the Germans yesterday attacked in force the French on the Southern frontier. The attack was repulsed and the enemy retired all along the line.

[CIRCULATED BY THE FRENCH GOVERNMENT.]

## PRUSSIAN GUARDS SUFFER HEAVILY.

It is confirmed that the Army Corps of the Prussian Guards suffered heavily, losing many men in the hand-to-hand fight with the Algerian troops.

## FRENCH COMMANDER'S SUCCESSFUL MOVEMENTS.

Since the 24th the Germans have not succeeded in preventing the methodical movements of the French Commander-in-Chief.

## FRANCE DETERMINED.

All in France are determined to fight to the bitter end.

## MALINES RE-CAPTURED.

On the 26th the Belgian troops advancing from Antwerp took the offensive with energy. They recaptured Malines and drove out all the Germans.

## A RUSSIAN VICTORY.

The Russians, pushing their forward march, have routed the Austrian Cavalry Division.

## AUSTRIANS AGAIN DEFEATED BY SERVIANS.

The Servians have wiped out the Austrians from Chabatz and the whole of the Servian territory.

LATE.

## FRENCH COMMANDER'S STRATEGICAL MOVE.

The French Commander-in-Chief has ordered the progressive evacuation of Alsace, so as to reinforce his lines on the Northern frontier.

## A BIG BATTLE RAGING.

A big battle is raging just now between Mauberge and Donon.

## KING ALBERT'S NEW HEADQUARTERS.

The King of the Belgians has moved down to Malines, where he has established his headquarters.

## A ZEPPELIN CAPTURED BY BELGIANS.

A Zeppelin airship-bombarded Antwerp and killed fifteen people, but was captured by the Belgians.

## RUSSIANS MENACING POSEN.

The Russians are pushing forward quickly on their whole line and are marching on Posen, which is the capital of Prussian Poland.

## KIAOCHOW BLOCKADED.

The Japanese are blockading Kiaochow.



[THROUGH REUTER'S AGENCY.]

## THE RUSSIAN CAMPAIGN.

## ADVANCE ON EAST PRUSSIA AND GALICIA.

London, August 27th.  
1.15 a.m.

The Russian troops in East Prussia have occupied Nordenburg, Sensburg and Bishofsburg. Their advance still continues.

## RUSSIAN TROOPS CROSS THE DNEISTER.

The Russian columns invading Galicia have occupied Tarnopol and crossed the River Dneister. Only three Austrian Army Corps are opposing them.

## GENERAL INFORMATION.

## TOGOLAND UNCONDITIONALLY SURRENDERED.

London, August 26th.

The Rt. Hon. Lewis Harcourt, Secretary of State for the Colonies, announced in the House of Commons that the enemy at Togoland had offered to capitulate on terms. The British commander replied that they must surrender unconditionally, and added that "We always respect private property." The commander has occupied the crossing of the river Amu. The German answer is expected to-night.

LATER.

The Colonial Office announces that Togoland has surrendered unconditionally. The Allies enter Kamina to-morrow.

## GIFT FROM THE WOMEN OF CANADA.

London, August 26th.

The women of Canada, through the Duchess of Connaught, have offered to build, equip and maintain a naval hospital. The Admiralty has gratefully accepted the gift, which will be known as the Canadian Women's Hospital.

## NO COMPULSORY SERVICE IN GREAT BRITAIN.

London, August 26th.  
3.45 p.m.

In the House of Commons, Mr. A. H. G. Hamersley (U.) asked if in the present crisis some form of compulsory service should not be adopted. Mr. Asquith replied in the negative, and referred the hon. member to Lord Kitchener's statement in the House of Lords on the previous day.

## AN UNTRUE REPORT.

London, August 27th.  
11.35 a.m.

A report stating that Lille, Roubaix, and other neighbouring places had been occupied is untrue.

## ALLIES DRAWN BACK IN THE NORTH.

London, August 27th.  
11.35 a.m.

A French official communiqué announces that in the North the French and British troops have been slightly drawn back.

## FRENCH CABINET RE-CONSTRUCTED.

London, August 27th.  
11.35 a.m.

The French Cabinet has resigned, and has been re-constructed as a Cabinet of National Defence, with the addition of M. Millerand to the portfolio of the War Office. M. Delcasse will be Foreign Minister, M. Briand Minister of Justice, M. Ribot Minister of Finance, and M. Viviani remains as Premier.

The Socialist M. Jules Guesde is without a portfolio, and M. Messimy, who was, until the resignation of the Cabinet, Minister for War, is not included in the new combination, which embraces all parties.

## THE LOSS OF THE STEAMER "GLENFARG."

Through the courtesy of the Shanghai agent, Mr. H. M. Tibbey, the N.C. Daily News has been enabled to give the following further details with regard to the loss of the Glen Line str. Glenfarg, which struck an uncharted rock about one mile from Shirose Island on the morning of the 14th instant.

The report of the master of the ship (Capt. E. E. Williams) is that at 7 a.m. on August 14th, in fine, clear weather, the Glenfarg struck an outlying rock, with Shirose lighthouse bearing S. 11° E. (true), one mile distant. She received a heavy blow on the port bilge, Nos. 1 and 2 holds. The hold immediately filled and the steamer at once settled by the head. Capt. Williams was on the bridge at the time and had the engines put full speed astern. He endeavoured to beach the steamer in order to save her from sinking, and at 8 a.m. succeeded in placing her bow on a rock. About 8.40 a.m. apparently the No. 2 bulkhead gave way and the boat listed heavily to starboard and began to settle. The boats were by this time standing by alongside. The Captain, officers and crew immediately entered the boats and pulled away to a safe distance. The Glenfarg continued to turn steadily to starboard and at 8.52 a.m. disappeared. The Japanese str. Yawata Maru had by this time come along and hove to. The Glenfarg's crew thereupon pulled towards her and were taken on board and landed at Nagasaki.

A telegram, dated Nagasaki, August 19th, states that a Court of Inquiry into the loss of the Glenfarg was held there on that date. The master was exonerated from blame, and the foreign crew were to leave for Hongkong that evening by the R.M.S. Empress of Russia.

## RUSSIAN STEAMER ON FIRE.

VESSEL SUNK IN COLOMBO HARBOUR.

The Fern, of the Russian Volunteer Fleet, which arrived at Colombo from Odessa on the 6th inst., was on fire on the night of August 7th. The fire occurred in No. 2 hatch in the forepart, which contained sugar and bales of paper. At about 6.30 p.m. the vessel sounded the fire alarm, when the harbour tug Samson with the fire-extinguishing apparatus on board went alongside and commenced to pump water into the hatch. As the fire was spreading quickly the other harbour tug Goliath went on the port side and started pumping. Later the Master-Attendant, Lloyd's and local Agents' representatives went alongside. The Fire Brigade also went on board and set to work. The whole hatch was flooded with water, but even after that it was smoldering. The following morning it was thought not advisable to continue like this as it would be a danger to shipping in the harbour if the fire spread. The officers and the crew left the ship and came ashore. The vessel was sunk in the harbour to prevent the spread of flames and to extinguish the flames. The forepart was taking in water and gradually going down.

It is said that hatch No. 4 contained some gunpowder and if the flames were to get there, there would have been an explosion accompanied by a big conflagration. To avoid this the vessel was partially sunk, and it will be refloated after some days.

The Archduke Francis Ferdinand's desire, expressed in his will, that no member of the Imperial Family should be present at his obsequies, was not unusual, but rather a logical consequence of the fact that no member of the Imperial Family had thought it worth while to be present at his wedding.

## WAR NEWS.

## ANOTHER GERMAN STEAMER CAPTURED.

At about midday yesterday, the Hamburg-America Line steamer C. Ferd. Laeiz, gross tonnage 5,000, was brought into the Harbour flying the French flag, and in charge of French sailors. She is the capture of the French cruiser Duplexe. The cruiser sighted the steamer on the horizon whilst lying alongside the Senegambia, which she had just taken captive, off Tsingtau. The Duplexe fired a shot which disabled the German vessel's engines. Taking advantage of the gathering darkness, however, the C. Ferd. Laeiz eluded the Duplexe. This French cruiser received information from a British vessel later of the whereabouts of the steamer, which was eventually caught. The top of its funnel had been painted black, and the name, with the exception of the word "Ferd," obliterated on the bows, but intact at the stern. It was rolling about under canvas. Two German engineers were left on board, and the remainder of the German officers taken to the French cruiser, which put a prize crew on board.

The C. Ferd. Laeiz was laden with coal and general cargo, which, it is stated, was consigned to New York. The vessel, which was constructed at Hamburg, and was fitted for liquid fuel, was apparently making her way out of Tsingtau owing to the bombardment, hoping to escape the attentions of foreign warships. The Master of the vessel was Captain Dehnick. All the officers have been removed to Stonecutters.

## HONGKONG AND THE WAR.

A propos of the sensational rumours which we are sorry to see published on German authority in Shanghai and Manila papers, the only comment that we need make is that they contain no word of truth. There has been (1) no mutiny among the Indian troops; (2) no sea-fight with the Germans and consequently no wounded men in Hongkong from British men-of-war; (3) no attempt has been made on the life of the Governor; (4) The Yarmouth and the Hampshire have suffered no damage; and (5) newspapers come into the Colony from Shanghai now as in times of peace.

We see in the China Press (Shanghai) that the German news agency received from Swatow (!) a telegram confirming the alleged mutiny and attempt at assassination.

## BELEAGUERED TSINGTAU.

COOLIES REFUSING WORK ON TRENCHES.

CHOUSAN, August 19th.

Preparations are being made at Tsingtau for a long siege. Two weeks ago the authorities there had sufficient eatables to last for four months, but during the past ten days, train-loads of provisions have been despatched daily from Tsinanfu to Tsingtau. The attempt of the Germans to compel the coolies to dig trenches and do other work which they were unwilling to do was not entirely successful. They worked during the day but at night many of them slipped across the Kiao-chou Bay to Chinese territory in the junks of their friends.

The knowledge that the Germans have as much as they can do to protect their own interests at Tsingtau has given rise to a great deal of lawlessness and robbery in various districts in Shantung. Conditions are especially bad in the neighbourhood of the Hung Shan mines, but in other places there have been pitched battles between the robbers and local soldiers in which the latter were far from being victorious. Soldiers from Tsinanfu have been sent to various places to suppress the robbers but with no good result. As soon as they get news of the approach of the Tsinanfu soldiers the robbers temporarily suspend business, which is resumed as vigorously as ever when the troops have departed. The methods of the soldiers would be laughable if the results were not so serious. A company of soldiers was sent recently to Tsowping to suppress the robber bands that were busy to the north of the city. Their way of suppressing the robbers was to stay in the city for a time and then return to Tsinanfu. N.C. Daily News.

## TSINGTAU WAR AREA.

PEKING, August 21st.

Japanese reports state that the Tsingtau authorities and the Chinese Government have agreed that the war area shall comprise all territory within one hundred li around Tsingtau. The Japanese, however, do not agree to this proposal and demand that the war zone shall consist of all territory to the east of the Yellow River.

## JAPAN'S ACTION DEFINED.

WASHINGTON, August 20th.

The British Government announces in London that the operations of Japan will be confined to the China Sea, and the mainland of China. Copy of this official announcement was handed the Secretary of State by the British Charge d'Affaires in Washington. Special cable to the Governor-General of the Philippines.

## "OSTASIATISCHER LLOYD" SERVICE TO MANILA.

## GERMANS NOT RESENTFUL AGAINST JAPAN.

SHANGHAI, August 21st.

The frame of mind prevailing in Tsingtau following the news that Japan had sent an ultimatum to Germany was not one of uneasiness, but only bitter indignation and general surprise that the united British, French and Russian forces did not themselves dare attack Tsingtau. It is also felt that Japan is doing a great honour to the German arms in mobilizing a three division squadron to proceed against Tsingtau.

It is believed that the superior strength mustered by the four allied great powers cannot change the military decision arrived at, but the intention of Japan to surprise Tsingtau in this manner is considered inconsistent with the world-famous chivalry and military tact of the Japanese nation, since there is no reason for so amazing a breach of international etiquette, taking into consideration the commercial, and especially the cultural relations which Japan has entertained with Germany and the careful treatment which has been accorded Japanese interests during the course of the war.

The wrath of the Germans is not directed so much against Japan, who is alleged to have been enticed by England's alleged political jobbery, as against the alleged unmilitary action of the Britons whose sailor courage thought it necessary to call in the assistance of Dai Nippon against the small garrison at Tsingtau.

## WIRELESS STORY DENIED.

NANKING, August 21st.

The report that the two German river gunboats Otter and Vaterland which have been dismantled here, are still keeping up wireless communication with Tsingtau, is a malicious fabrication. The instalments for wireless telegraphy were removed from both ships as soon as they arrived at Nanking, more than a week ago.

## THE PEACEFULNESS OF SHANGHAI.

## REVOLUTIONARY SCARES AND PRECAUTIONS.

AN INTERVIEW WITH ADMIRAL TSENG.

Many rumours have been in circulation with reference to possible rebellious outbreaks amongst the Chinese. Alarmists have been very busy in the South, and the Chinese newspapers of Shanghai have not been lacking in circumstantial stories of plotting in and around the International Settlement. The irrepressible Chen Chi-mei and Sun Yat-sen, are supposed to be re-organizing for a further demonstration in this quarter, the enforced absence of foreign men-of-war and soldiers providing them with a favourable opportunity for causing trouble.

## SPECIAL WATCH ON WHARVES.

A representative of the N.C. Daily News was informed by Admiral Tseng Yucheng, Governor of Shanghai, that stories published in the Chinese press are more enterprising than accurate. Recognizing that the present is a time when "scaremongers" are likely to be abroad disturbing the people with false or exaggerated stories, Admiral Tseng has made special arrangements for getting on the track of these gentlemen, and also for finding out the truth of rumours they are circulating. The useful precaution has been taken of keeping a strict watch at all the ports for the possible arrival of known revolutionaries from Japan and the South. So far, Admiral Tseng said, none of the leaders have appeared in this neighbourhood, and it is not anticipated that they will do so. "The whole country between Shanghai and Changhai is well under control, and Admiral Tseng is confident that order can be maintained without any great display of force. Special care is being taken to guard against trouble at Changhai, towards which numbers of "suspicious characters" appear to be drifting.

## PREPARING FOR UNEMPLOYMENT.

Admiral Tseng is co-operating with the Chinese merchants with a view to making provision for the working people who may possibly be thrown out of employment. Arrangements have been made to keep the silk hatters going for at least six months, and every effort will be made to continue work in the various factories as long as possible. In the event of enforced stoppage of work, Admiral Tseng hopes to be able to start public relief works, such as road making, etc., to keep the people usefully occupied until the normal condition of things is restored. As for any organized outbreak on any large scale, or any scale at all, the Admiral is confident that such an event is impossible. Industrial trouble is possible, and he is doing his best to meet any emergency of this sort. N.C. Daily News.

## PRESIDENT WILSON'S APPEAL TO AMERICANS.

WASHINGTON, August 20th.

The President yesterday issued an appeal to the American people, in part as follows:—

"My fellow countrymen: I suppose that every thoughtful man in America has asked himself during these last troubled weeks what influence the European war may exert upon the United States. The effect of the war upon the United States will depend upon what the American citizens say and do. The spirit of the nation in this critical matter will be determined largely by what individuals and society and those gathered in public meetings do and say; upon what newspapers and magazines contain; upon what ministers utter in their pulpits and men proclaim as their opinions on the street. It will be easy to excite passion and difficult to allay it. Those responsible for exciting it will assume a heavy responsibility. The United States must be neutral in fact as well as in name during these days that are to try men's souls. Official cable to the Governor-General of the Philippines.

## HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held yesterday at the Council Chamber.

The following were present:—  
His EXCELLENCY THE GOVERNOR, SIR FRANCIS HENRY MAY, K.C.M.G.  
His EXCELLENCY MAJOR-GENERAL F. H. KELLY, C.B. (General Officer Commanding Troops).  
Hon. Mr. CLAUD SEVERN (Colonial Secretary).  
Hon. Mr. J. H. KEMP (Attorney General).  
Hon. Mr. E. D. C. WOLFE (Colonial Treasurer).  
Hon. Mr. A. F. CHURCHILL (Director of Public Works).  
Hon. Mr. E. R. HALLIFAX (Secretary for Chinese Affairs).  
Hon. Mr. C. Mol. MESSER (Captain Superintendent of Police).  
Hon. Mr. WEI YUK, C.M.G.  
Hon. Mr. H. J. POLLOCK, K.C.  
Hon. Mr. E. A. HEWITT, C.M.G.  
Hon. Mr. D. LANDALE.  
Hon. Mr. LAU CHU EAK.  
Mr. M. J. BREEN (Clerk of Councils).

MINUTES.

The minutes of the previous meeting were confirmed.

PAPERS.

The COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table the following paper:—  
Correspondence relating to the Piracy Prevention Bill and draft Regulations to be made thereunder.

FINANCIAL.

The COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table the Report of the Finance Committee (No. 11), and moved its adoption.

The COLONIAL TREASURER seconded, and the motion was agreed to.

FINANCIAL MINUTES.

The COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table Financial Minutes Nos. 43 and 44, and moved that they be referred to the Finance Committee.

The COLONIAL TREASURER seconded, and the motion was agreed to.

AMENDMENT OF BYELAWS.

The COLONIAL SECRETARY laid on the table the amendment of byelaws made under section 16 of the Public Health and Buildings Ordinance, 1903, for the prevention and mitigation of epidemic, contagious or infectious disease, and moved that they be approved by the Council.

The ATTORNEY-GENERAL seconded, and the motion was agreed to.

The COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table an amendment of the byelaws made under section 16 of the Public Health and Buildings Ordinance, 1903, with regard to disinfection of infected premises, and moved that it be approved.

The ATTORNEY-GENERAL seconded, and the motion was agreed to.

PIRACY PREVENTION ORDINANCE.

The ATTORNEY-GENERAL moved that Council go into committee to consider the Bill entitled "An Ordinance to amend the law relating to the observance of precautions against Piracy."

The COLONIAL SECRETARY seconded.

His EXCELLENCY—Before we proceed to committee, I think it would be useful if I made a few observations concerning the criticisms upon this Bill received from the Chamber of Commerce. Their letter has been considered and printed, and the conclusions we have arrived at thereon are also printed. Now, a great point was made in the letter of the Chamber of Commerce about our inability to carry out those regulations on board coasting steamers, and I don't just like to say here publicly. I don't know if it has been made public before, but there is very urgent necessity to take every precaution against piracy on ocean-going steamers trading out of this port. You will remember the Chihhar, which steamer was pirated shortly after leaving here. We know the object of those pirates was one of the Douglas steamers, but they did not carry out their object because the pirate leader, who was entrusted with funds in order to buy a number of passage tickets for the steamer, either mislaid or squandered the money before the time had come to buy the tickets, and not having money to pay for them he took a cheaper line, in the Chihhar, and that is the sole reason why the Douglas steamer escaped. We also know that the gang, who had their haunts in Bias Bay, which is the bay next to the small booty obtained from the Chihhar that they determined to try for still higher game, and pirate one of Messrs. Butterfield & Swire's large ocean steamers running between Hongkong and Shanghai, and I have no doubt they would have attempted to do so if the vigilance of the Hongkong police had not discovered their whereabouts, had not enlisted the aid of the Chinese Authorities, and had not, with their assistance, assisted in bringing to book a number of the ring-leaders of this conspiracy. I would also like to emphasize one other point. The police have established, beyond any manner of doubt, that in all these recent piracies which have given us so much trouble, and in the last one, or attempt, on the Tai On, which led to such a deplorable loss of life, each one had been carried out with the connivance of members of the Chinese crew on board the ship. In the Tai On case the arms were conveyed on board by a Chinese member of the engine-room staff, a greaser, who got revolvers and other arms on board in half-filled bars of flour. Therefore, the precautions which the Hongkong police take in searching passengers are nullified because you cannot shadow every single member

of a Chinese crew on river and ocean-going steamers: there are always coming and goings while a ship is in port, and I think you will agree that it is absolutely impossible. Therefore, it comes to this: that the only real safeguard against piracy, the only real means of protecting the lives and property on the ship, entrusted to those in command of it, is for the officers to defend the vessel against attacks by pirates who have embarked as passengers, and to enable the officers to put up an effective defence it is absolutely necessary, first of all, to segregate, as far as possible, behind grilles the bulk of the Chinese passengers. In the second place, it is absolutely necessary to prevent access to baggage by the passengers, and thirdly it is absolutely necessary to defend the bridge in such a way that a handful of men, say, two or three of the officers on duty assisted by two or three guards, can hold their own against a determined attack upon them. That policy succeeded admirably, I may say, in the case of the attack on the Tai On, but unfortunately, the pirates set fire to the vessel. I think, nevertheless, one and all of us are heartily glad that those men did put up that fight (applause)—and that the pirates got a lesson which they won't readily forget. Now, gentlemen, you will therefore see the reasons why we are unable to accept many of the suggestions made. The search of passengers alone is not a sufficient safeguard. It is absolutely necessary to grill off a large number of passengers, especially third-class passengers. It is absolutely necessary that the baggage of those passengers should be either with them in the grilles space, because if they are in the grilles space it does not matter whether they have access to their baggage or not, but the baggage not in the grilles space must be partitioned off and made inaccessible to every passenger. And also it is absolutely necessary that the officers on whom we place the serious responsibility of defending lives and property and conducting the ship shall, in their guard, really have a chance, and to have a chance they must be protected by grilles to prevent people clambering on to the upper deck; and by grilling off all passengers. I trust the modifications we have made will satisfy those who have criticised the regulations.

(Continued on Page 5.)

## INTIMATIONS



See what Odol does!

Odol does more than cleanse and beautify the teeth; it preserves them from decay; it purifies and refreshes the whole mouth, keeps the gums healthy and free from tenderness, and delightfully perfumes the breath.

And by a remarkable property peculiar to Odol alone, it permeates the mucous membrane of the entire oral cavity with its antiseptic elements, leaving the mouth proof for hours afterwards against the dangerous bacteria and fermentation processes which, if not guarded against, inevitably destroy the teeth.

CALDBECK,  
MACGREGOR & CO.

(ESTABLISHED 1864.)

SOLE AGENTS FOR

BROOKE'S



LEMONS  
THE FINEST LEMON SQUASH  
IN THE WORLD

Over 1000 Tons of Lemons have been used in its manufacture to date. With plain or aerated water, whisky, gin or rum hot, it makes a MOST DELICIOUS, SATISFYING and WHOLESOME DRINK.

\$1.00 Per Bottle



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 99. Telephone No. 12. Telegraphic Address: "DAILY PRESS." Codes: A.B.C. 5th Ed., Lieber's.

## NEW ADVERTISEMENTS

## PEAK CLUB.

THE BAND PERFORMANCE announced for TO-MORROW (SATURDAY), the 29th instant, will not take place.

THE ENTERTAINMENT COMMITTEE.

Hongkong, 28th August, 1914. [1081]

## DIOCESAN SCHOOL AND ORPHANAGE.

SCHOOL DUTIES will be RESUMED on TUESDAY, September 1st.

For Terms for Boarders and Day-Scholars apply to—

THE HEADMASTER.

Hongkong, 27th August, 1914. [1082]

## LOST.

ON the afternoon of the 24th inst., on the Peak, between the Peak Hotel and Mount Gun, a LADY'S RING, set with Emeralds and Pearls. Will the Finder kindly communicate with—

"S."

Care of "Daily Press" Office.

Hongkong, 28th August, 1914. [1083]

## NOTICE.

THE FOOD COMMITTEE is prepared to consider—

(1) Enquiries from residents in the Colony who are experiencing any difficulty in obtaining food stuffs at the maximum prices quoted in the lists of food stuffs published in the Government Gazette of 22nd August, 1914, or who wish for information concerning the retail prices of articles of food not enumerated in the lists.

(2) Any complaints from residents in the Colony who are being charged more than the maximum prices published.

All enquiries or complaints should be addressed to the Secretary of The Food Committee, The Treasury, General Post Office Building.

Chairman, Food Committee.

Treasury, Hongkong, 27th August, 1914. [1084]

## HONGKONG TRAMWAY COMPANY, LIMITED.

## NOTIFICATION.

TO WHOM IT MAY CONCERN—All persons possessing shares in the above Company which are Registered in the name of either of the Undersigned are hereby notified that the Undersigned will, on WEDNESDAY, the 2nd September next, give notice in respect of all the Shares Registered in their names in support of the proposal to transfer the Directorate to Hongkong unless, on or before TUESDAY, the 1st September next, they are duly requested not to do so.

G. C. MOXON.

J. W. TAYLOR.

Hongkong, 27th August, 1914. [1085]

## FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamship "ARCADIA."

Captain S. Barcham, will leave for SHANGHAI TO-DAY, the 28th inst., at 10 a.m.

For Freight or Passage, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 28th August, 1914. [1]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "ARCADIA."

Arrived Hongkong on 27th Aug., 1914 FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at TRAMP RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—

From London, Co. ex ss. "Malwa."

From Penang, Co. ex ss. "B. I. S. N."

and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to route.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DODD, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 27th August, 1914. [1]

## NOTICE.

I HAVE This Day Established myself as Export and Import Merchants and Commission Agents under the name of

FRED. TAYLOR & Co.

FRED. TAYLOR.

Hongkong, 21st August, 1914. [1088]

## INTIMATIONS

## HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND DECLARED for the Half-Year ending 30th June, 1914, at the Rate of TWO POUNDS THREE SHILLINGS STEELING per Share of \$135 is Payable on and after MONDAY, the 24th day of August, Current, at the Office of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,

A. G. STEPHEN,

Acting Chief Manager.

Hongkong, 22nd August, 1914. [1089]

## CONSULATE-GENERAL FOR THE NETHERLANDS.

THE CONSUL-GENERAL FOR THE NETHERLANDS will be "At Home" on the 31st of August, 1914, from 11 A.M. to 12.30 P.M. on the occasion of the Anniversary of the Birthday of Her Majesty the Queen of the Netherlands.

Hongkong, 27th August, 1914. [1078]

## NOTICE.

THE Agency for Messrs. SUTER HARTMANN & HARTMANN'S COMPOSITION COMPANY (The "Red Hand" Brand), SHIPS BOTTOM COMPOSITIONS, has been taken over by Messrs. DODWELL & Co., Limited, and all enquiries should be addressed to them or to the Undersigned.

J. W. WILSON,

Representing Messrs. SUTER HARTMANN & HARTMANN'S COMPOSITION CO., LTD.

Telephone No. 1030.

Queen's Building.

Hongkong, 26th August, 1914. [1079]

## STOCKBROKERS' ASSOCIATION OF HONGKONG.

THE LOCAL AUGUST SETTLEMENT is POSTPONED until September.

Interest on extended contracts will run at the rate of 10% per annum.

By Order of the Committee,

E. M. RAYMOND,

Secretary.

Hongkong, 24th August, 1914. [1068]

## FOR HIRE.

HARBOUR LAUNCH, quick, good appearance.

A. B. 100.

Apply—

Care of "Daily Press" Office.

Hongkong, 26th August, 1914. [1075]

## HONGKONG SHORTHAND AND TYPEWRITING BUREAU.

WE are prepared to conclude Contracts for Fasting Work.

We Guarantee our Qualifications, but ask our Price, which is standard and reasonable.

Ring us up and come to an arrangement before the chance is lost.

H. E. VICTOR,

Manager.

6, Des Voeux Road Central (First Floor).

Telephone No. 650.

Hongkong, 15th May, 1914. [710]

## TO THE MEDICAL PROFESSION.

MISS MORITA, CERTIFICATED MASSEUSE (with diploma in Physiology and Anatomy), will be pleased to give Massage, under medical supervision.

NOMURA HOTEL.

15, 16 and 17, Connaught Road.

Telephone No. 400.

Hongkong, 30th July, 1914. [992]

## JUST RECEIVED.

STANLEY GIBSON'S POSTAGE STAMP CATALOGUES OF THE BRITISH EMPIRE. 1914-15.

GRACA & CO.

PRINCE ST. (Hongkong Hotel Building).

Hongkong, 17th August, 1914. [888]

## AUCTION

## G. R. PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 31st day of August, 1914, at 3 P.M., at the Office of the Public Works Department, by Order of HIS EXCELLENCY THE GOVERNOR, of Two Lots of CROWN LAND at Kennedy Town and North Point respectively, in the Colony of Hongkong, for a term of 75 years with the option of renewal; CROWN RENTS to be fixed by the Surveyor of His Majesty THE KING, for one further term of 75 years.

## PARTICULARS OF THE LOTS.

No. of Lots	Locality	Boundary Measurements (Approximate)	Contents	Area (Acre)	Annual Rent	Upset Price
1	Lot 1, Kennedy Town	100 feet by 100 feet	about 1.00	55	1,500	
2	Lot 2, North Point	500 feet by 500 feet	about 25.00	1,500	37,200	

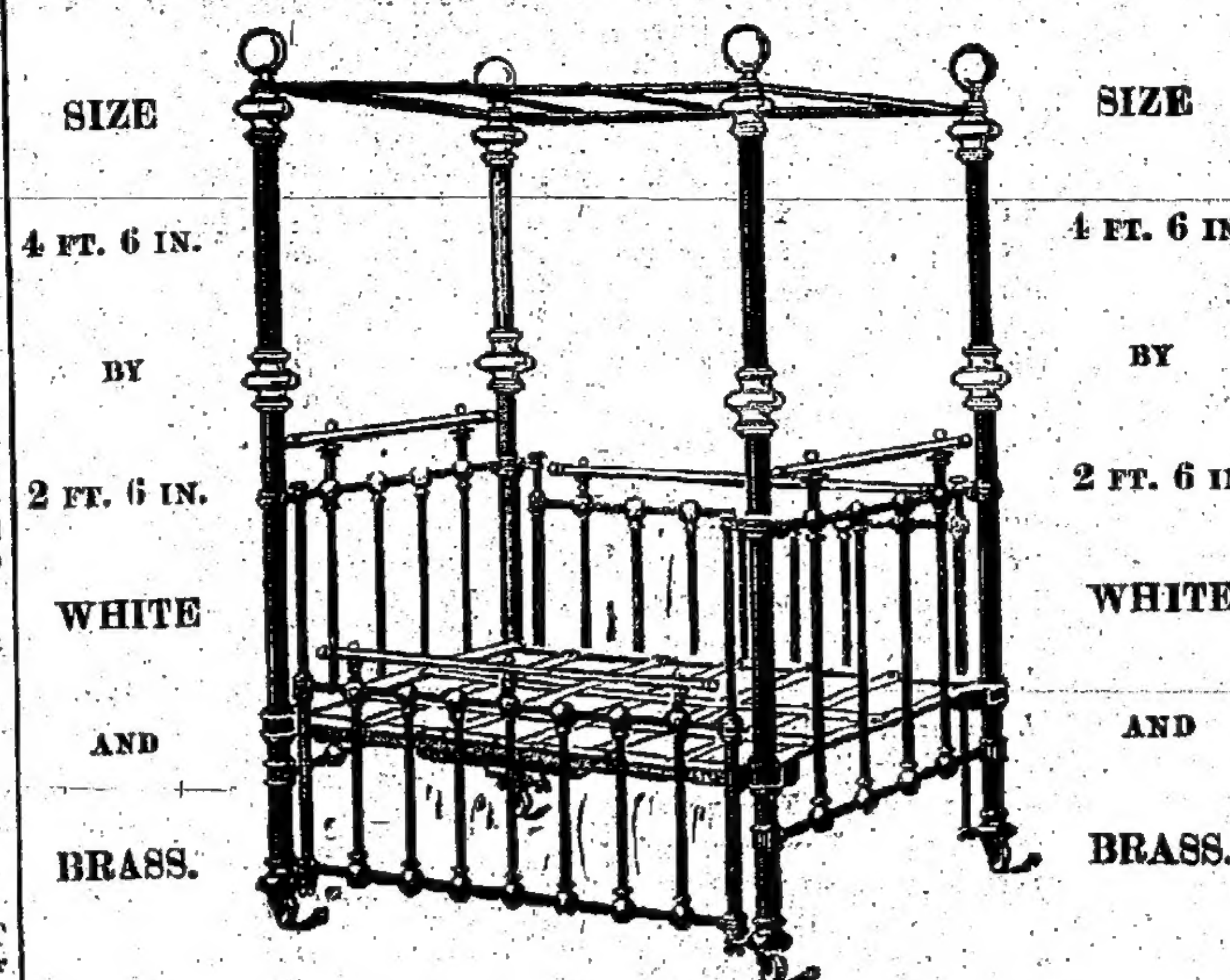
Hongkong, 24th August, 1914. [1062]

## INTIMATIONS

## LANE, CRAWFORD &amp; Co.

JUST UNPACKED.

## CHILDREN'S COTS.



THE "DORIS" WITH PATENT DROP SIDES. ABSOLUTELY SECURE, CANNOT GET OUT OF ORDER.

EACH \$45.00 EACH.

OTHER PATTERNS AND SIZES.

FROM \$25.00 UPWARDS.

LANE, CRAWFORD &amp; CO.

## Summer Excursions TO JAPAN

BY THE STEAMERS OF

## CANADIAN PACIFIC S.S. LINE. PACIFIC MAIL S.S. CO. TOYO KISEN KAISHA.

GOING AND RETURNING WITHIN PERIOD 1st JUNE-31st OCT.

RATES FROM HONGKONG:

NAGASAKI \$120.00. KOBE \$135.00. YOKOHAMA \$150.00.

Tickets are interchangeable for return by any steamer of above-named Companies and include Rail between Japan Ports of call if desired.

Passengers may go and/or return via MANILA without additional charge by steamer calling at that Port so indicated in schedule of sailings shown below.

The Steamers operated by the Companies named are the largest fastest and most luxurious on the Coast.

## JOINT SCHEDULE OF SAILINGS TO AND FROM JAPAN PORTS.

FROM JAPAN.				TO JAPAN.			
YOKOHAMA LEAVES	KOBE LEAVES	NAGASAKI LEAVES	HONGKONG ARRIVES	STEAMER	HONGKONG LEAVES	NAGASAKI ARRIVES	KOBE ARRIVES
14 Aug.	17 Aug.	15 Aug.	17 Sept.	MONTAGUE	16 Sept.	21 Sept.	25 Sept.
27 Sept.	30 Sept.	28 Sept.	30 Sept.	E. OF INDIA	16 Oct.	21 Oct.	25 Oct.
10 Oct.	13 Oct.	11 Oct.	13 Oct.	SHINYO MARU	22 Oct.	27 Oct.	31 Oct.
23 Oct.	26 Oct.	24 Oct.	26 Oct.	KOREA	6 Oct.	11 Oct.	15 Oct.

† Returning via Manila. ‡ Going via Manila.

Steamers proceeding via Manila do not call at Shanghai.

[630]

## SINGON &amp; CO.

ESTABLISHED A.D. 1880.

IRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers, General Storekeepers and Shipchandlers, Nos. 35 and 37, HING LOON STREET (2nd St. West of Central Market).

Telephone No. 515. [45]

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INDIA, AUSTRALIA, &amp;c.,

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PRIVATE RESIDENCE AT THE OUTPOSTS,

A Comprehensive and Complete Record

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NEWS OF THE FAR EAST

is given in the

HONGKONG WEEKLY

PRESS,

with which is incorporated

THE CHINA OVERLAND TRADE REPORT,

Subscription, paid in advance,

\$12 per annum. Postage

\$2 to any part of the World

## HONGKONG AND SHANGHAI BANKING CORPORATION.

ESTABLISHED 1864.

Paid-up Capital ... \$15,000,000

Reserve Funds—

Sterling ... \$15,000,000

\$15,000,000 at 2/— \$15,000,000

Silver ... \$15,000,000

Reserve Liability of Proprietors \$15,000,000

COUNT OF DIRECTORS.

Hon. Mr. D. LANDALE—Chairman.

W. L. PATTERSON, Esq.—Deputy Chairman.

S. H. Dodwell, Esq. P. H. Holyoak, Esq.

G. T. M. Edkins, Esq. J. A. Plummer, Esq.

C. S. Gubbay, Esq. Hon. Mr. E. Stollin.

CHIEF MANAGER: Hongkong—N. J. STARR.

ACTING MANAGER: Shanghai—J. D. SMAR.

LONDON BANKERS:

LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

On Fixed Deposits.

For 3 months, 2 1/2 per cent. per Annum.

For 6 months, 3 1/2 per cent. per Annum.

For 12 months, 4 per cent. per Annum.

A. G. STEPHEN,

Acting Chief Manager.

Hongkong, 24th August, 1914. [15]

## BANKS

## HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

A. G. STEPHEN,

Acting Chief Manager.

Hongkong, 14th May, 1914. [16]

## INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.

LONDON OFFICE: 36, Bishopsgate, E.C.

## BRANCHES:—

Bombay. Calcutta. Canton. Cebu. Colon. Empire. Hongkong. Hankow. Kobe. Manila. Mexico. Panama. Peking. San Francisco. Shanghai. Yokohama.

CAPITAL AND SURPLUS Gold \$7,200,000 equal \$1,440,000.

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED and COLLECTED. MAIL and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed. GEORGE HOGG, Manager.

9, Queen's Road, Hongkong, 21st October, 1913. [968]

## NEDERLANDSCH-INDISCH HANDELSBANK.

(NEDERLANDSE INDIA COMMERCIAL BANK.)

ESTABLISHED 1838.

Authorised Capital Fl. 50,000,000 (£2,500,000)

Paid-up Capital... Fl. 17,407,000 (£1,450,580)

Reserve Fund... Fl. 6,518,000 (£433,168)

HEAD OFFICE: AMSTERDAM.

HEAD AGENCY: BATAVIA.

LONDON BANKERS:

THE WILLIAMS DEACONS BANK.

SWISS BANKVEREIN.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. VERMEY, Manager.

No. 8, Des Voeux Road Central.

Hongkong, 8th October, 1913. [121]

## THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital ... £1,500,000

Subscribed ... £1,250,000

Paid-up ... £625,000

Reserve Fund ... £425,000

BANKERS:

BANK OF ENGLAND, and

LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business transacted.

INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON, Manager.

Hongkong, 10th July, 1914. [149]

## THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

Paid-up Capital... £1,200,000

Reserve Fund ... £1,800,000

Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

W. M. DICKSON, Manager.

Hongkong, 8th June, 1914. [1494]

## THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

Capital Subscribed ... Yen 10,000,000

Capital Paid-up ... 7,499,250

Reserve Funds ... 3,430,250

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES.

Amoy. Kienyang. Shanghai.

Batavia. Kobe. Singapore.

Bombay. London. Swatow.

Calcutta. Manila. Tientsin.

Canton. Moji. Yokohama.

Dairen. Nagasaki. Tientsin.

Hankow. New York. Tokyo.

Kobe. Osaka. Yokohama.

Keelung. San Francisco, Etc.

HONGKONG OFFICE.

3, Des Voeux Road.

Interest allowed on Current Accounts.

Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.

Hongkong, 19th February, 1914. [948]

## TO LET

## TO LET.

HOUSE, No. 2, LYBEMOON VILLAS, Kowloon.

HOUSE, No. 3, ORMSBY TERRACE, Kowloon.

Apply to—

SPANISH DOMINICAN PROCUROTOR.

Hongkong, 28th August, 1914. [1056]

## TO LET.

3 ROOMS, suitable for Offices, on the Ground Floor of Bello Buildings, 31, Wyndham Street.

Apply to—

P. A. XAVIER,

Care of Hongkong Printing Press.

Hongkong, 11th July, 1914. [930]

## TO LET.

FILATS, "WILD DELL," No. 147, Waichai Road, newly built, each Flat with 3 Rooms, Kitchen, Bathroom and Servants' Quarters.

"THE NEUK," No. 83, Peak.

Apply to—

SANG KEE,

Care of COMPASSION DEPARTMENT, HONGKONG AND SHANGHAI BANKING CORPORATION.

Hongkong, 9th July, 1914. [924]

## QUEEN'S BUILDING.

TO LET







## WEATHER REPORT.

On the 26th at 14.30 p.m.—Signals lowered.  
On the 27th at 10.35 a.m.—Pressure has decreased slightly over Luzon and increased slightly along the east coast of China. It is oscillating at Hongkong.

No returns from Japanese stations or Formosa.

At 4 a.m. this morning the typhoon appeared to be near the Hsiao Channel, moving eastward or east-north-eastward.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.70 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT. FORECAST  
Hongkong & Neighbourhood { N.W. winds, moderate; fine.  
Formosa Channel { Cyclonic gales, moderating.  
South coast of China between { The same as Hongkong and Lamook. No. 1.  
South coast of China between { The same as Hongkong and Hainan. No. 1.

## SHIPPING

## ARRIVALS.

AMAZON, French str., 2,818, J. Costa, 27th August—Shanghai 24th August, Mails and General—Messageries Maritimes.  
ARCADIA, British str., 6,003, S. Barcham, 27th August—Bombay 12th August, Mails and General—M. & O. S. N. Co.  
NILEUS, British str., 6,084, D. Maclean, 27th August—Shanghai 24th August, General—Butterfield & Swire.  
NILE, British str., 3,136, A. Lockett, 27th August—San Francisco 25th July, General—Pacific Mail S.S. Co.  
SHERIDAN, British str., 3,996, J. W. Angers, 26th August—Wooing 22nd August, Coal and General—Doddwell & Co.  
SWANLEY, British str., 2,603, Steele, 27th August—Wooing 22nd August, Coal—Admiralty.  
WIMBORNE, British str., 2,436, Cantell, 26th August—Wooing 22nd August, Coal—Doddwell & Co.  
YINGCHOW, British str., 1,290, Jones, 27th August—Shanghai 22nd August, General—Butterfield & Swire.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
August 27th.  
DAINCHI MARU, Japanese str., for Moji.  
HIE, French str., for K. C. Wan.  
LAISAN, British str., for Singapore.  
YINGCHOW, British str., for Canton.

## DEPARTURES.

August 27th.  
ANHU, British str., for Shanghai.  
BENARTY, British str., for Nagasaki.  
COLOMBO MARU, Jap. str., for Bombay.  
DEWANGONG, British str., for Saigon.  
ERROLL, British str., for Bangkok.  
MYRINDON, British str., for Yokohama.  
SABINE RICKMERS, Dutch str., for Canton.  
SAIGON MARU, Japanese str., for Bombay.  
SUNGKIAN, British str., for Hoihow.  
TUKINI, Dutch str., for Batavia.

## PASSENGERS.

ARRIVED.  
Per *Yingchow*, from Shanghai, Mr. and Mrs. Catalani and 2 children and Mr. Vanderhoyer.  
Per *Nile*, for Hongkong, from San Francisco, etc., Mrs. J. K. Porter and infant, Mr. N. J. Skeer, Rev. and Mrs. J. B. Thomas, Mr. A. Day, Mr. S. Donenberg, Mr. W. Dray, Mr. W. T. Fenn, Mr. G. Greaves, Mr. I. C. Lentham, Mr. N. S. Marshall, Mr. R. K. Miller, Mr. J. J. Robinson, Miss J. Taylor, Mr. and Mrs. G. E. Thomas, Mr. B. E. Thomas and Mr. C. J. Weed.  
Per *Aradia*, for Hongkong, from London, etc., Mr. Campbell, from Marseilles, Lieut. Matthews, Mr. W. Annett, from Brindisi, Mr. C. S. Turner, from Bombay, Miss E. E. Yates, Miss A. H. Shepherd, Mrs. Nemaze and 3 children; from Colombo, Mr. A. Rose, Mr. and Mrs. C. Walton, Mr. and Mrs. M. Kirjasoff, from Penang, Mr. A. McDougall, from Singapore, Mr. and Mrs. C. Sharp, Mrs. Linn, Mr. and Mrs. V. Warth, Mr. G. P. Wilson and Mr. J. W. Pickett.

## VESSELS EXPECTED.

THE AUSTRALIAN MAILED.  
The E. & A. str. *Eastern* left Sydney for this port (via Queensland Ports, Port Darwin, Timor and Manila) on the 22nd August, and may be expected to arrive here on or about the 14th September.  
The A.O. Line str. *Taiyuan* left Sydney on the 25th August for Hongkong via Thursday Island, Zamboanga and Manila, and may be expected to arrive here on or about 18th September.

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "h," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & NO.	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	NILE	Brit. str.	—	H. Powell	P. & O. S. N. Co.	To-morrow.
LONDON VIA USUAL PORTS OF CALL	MAZDA	Brit. str.	—	G. W. Cookman, R.N.M.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP	CARNAVONSHIRE	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 4th Sept.
MARSHALLS VIA SAIGON, SPORE, COLOMBO, PORT SAID	AMAZON	Freem. str.	—	—	MESSAGERIES MARITIMES	To-day, at Noon.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	KAMO MARU	Jap. str.	—	Shimizu	NIPPON YUSEN KAISHA	On 9th Sept., at 10 a.m.
VICTORIA, B.C., & TACOMA VIA KEELUNG & JAPAN	SEATTLE MARU	Jap. str.	—	T. Saito	OSAKA SHOSSEN KAISHA	On 3rd Sept., at 4 p.m.
VICTORIA, B.C., & SHANTUNG VIA KEELUNG, SHAI, &c.	YOKOHAMA MARU	Jap. str.	—	S. Wada	NIPPON YUSEN KAISHA	On 8th Sept., at 4 p.m.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT	MEXICAN MARU	Brit. str.	—	N. Kobayashi	JARDINE, MATHESON & Co., Ltd.	On 8th Sept.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	EMPEROR OF INDIA	Jap. str.	2 m.	A. J. Halley	OSAKA SHOSSEN KAISHA	On 16th Sept., at 4 p.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONGOLIA	Am. str.	—	H. S. Smith	CANADIAN PACIFIC R. Co.	On 16th Sept., at Noon.
SAN FRANCISCO VIA KEELUNG SHAI & JAPAN, &c.	SHINTO MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	On 15th Sept., at 1 p.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	SEATTLE MARU	Jap. str.	—	—	TOYO KAISEN KAISHA	On 22nd Sept.
MEXICAN PRESIDENTIAL & CHINA PORTS VIA JAPAN	SEATTLE MARU	Jap. str.	—	—	TOYO KAISEN KAISHA	To-day, at 10 a.m.
AUSTRALIAN PORTS VIA MANILA	SEATTLE MARU	Jap. str.	—	—	TOYO KAISEN KAISHA	On 23rd Sept., at Noon.
JAPAN	SEATTLE MARU	Jap. str.	—	—	TOYO KAISEN KAISHA	Quick despatch.
KOBE & MOJI	SEATTLE MARU	Jap. str.	—	—	TOYO KAISEN KAISHA	On 8th Sept.
MOJI & KOBE	SEATTLE MARU	Jap. str.	—	—	TOYO KAISEN KAISHA	To-day.
TIENSIN VIA SHANGHAI	SEATTLE MARU	Jap. str.	—	—	TOYO KAISEN KAISHA	On 1st Sept., at D'light.
TIENSIN	SEATTLE MARU	Jap. str.	—	—	TOYO KAISEN KAISHA	On 1st Sept., at Noon.
WEIHAIWEI & TIENSIN	SEATTLE MARU	Jap. str.	—	—	TOYO KAISEN KAISHA	On 1st Sept., at D'light.
SHANGHAI	SEATTLE MARU	Jap. str.	—	—	TOYO KAISEN KAISHA	On 1st Sept., at Noon.
SHANGHAI, KOBE & YOKOHAMA	SEATTLE MARU	Jap. str.	—	—	TOYO KAISEN KAISHA	On 1st Sept., at D'light.
SHANGHAI VIA NINGPO	SEATTLE MARU	Jap. str.	—	—	TOYO KAISEN KAISHA	On 1st Sept., at Noon.
SHANGHAI	SEATTLE MARU	Jap. str.	—	—	TOYO KAISEN KAISHA	On 1st Sept., at D'light.
SHANGHAI, KOBE & YOKOHAMA	SEATTLE MARU	Jap. str.	—	—	TOYO KAISEN KAISHA	On 1st Sept., at Noon.
SHANGHAI, KOBE & MOJI	SEATTLE MARU	Jap. str.	—	—	TOYO KAISEN KAISHA	On 1st Sept., at D'light.
SHANGHAI	SEATTLE MARU	Jap. str.	—	—	TOYO KAISEN KAISHA	On 1st Sept., at Noon.
TAMU VIA SWATOW & AMOY	SEATTLE MARU	Jap. str.	—	—	TOYO KAISEN KAISHA	On 1st Sept., at D'light.
AMOY & FOCHOW	SEATTLE MARU	Jap. str.	—	—	TOYO KAISEN KAISHA	On 1st Sept., at Noon.
SWATOW	SEATTLE MARU	Jap. str.	—	—	TOYO KAISEN KAISHA	On 1st Sept., at D'light.
SWATOW, AMOY & FOCHOW	SEATTLE MARU	Jap. str.	—	—	TOYO KAISEN KAISHA	On 1st Sept., at Noon.
SWATOW, AMOY & FOCHOW	SEATTLE MARU	Jap. str.	—	—	TOYO KAISEN KAISHA	On 1st Sept., at D'light.
MANILA	SEATTLE MARU	Jap. str.	—	—	TOYO KAISEN KAISHA	On 1st Sept., at Noon.
MANILA, CEBU & LOILO	SEATTLE MARU	Jap. str.	—	—	TOYO KAISEN KAISHA	On 1st Sept., at D'light.
MANILA, CEBU & LOILO	SEATTLE MARU	Jap. str.	—	—	TOYO KAISEN KAISHA	On 1st Sept., at Noon.
BATAVIA, CHERIBON, SAMARANG, &c.	SEATTLE MARU	Jap. str.	—	—	TOYO KAISEN KAISHA	On 1st Sept., at D'light.
BOMBAY VIA SINGAPORE & COLOMBO	SEATTLE MARU	Jap. str.	—	—	TOYO KAISEN KAISHA	On 1st Sept., at Noon.
SINGAPORE, PENANG & CALCUTTA	SEATTLE MARU	Jap. str.	—	—	TOYO KAISEN KAISHA	On 1st Sept., at D'light.
SINGAPORE, MAURITIUS & SOUTH AFRICAN PORTS	SEATTLE MARU	Jap. str.	—	—	TOYO KAISEN KAISHA	On 1st Sept., at Noon.
SANDAKAN	SEATTLE MARU	Jap. str.	—	—	TOYO KAISEN KAISHA	On 1st Sept., at D'light.
HAIBOW & HAIPHONG	SEATTLE MARU	Jap. str.	—	—	TOYO KAISEN KAISHA	On 1st Sept., at Noon.

## CANADIAN PACIFIC

## ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1914.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER							To L'POOL		FROM L'POOL		FROM VANCOUVER						
STRAHMER	Hong-kong	Shai Woosung	Naga-saki	Kobe	Yoko-hama	Vancou-ver	Quebec	Liver-pool	Liver-pool	Quebec	STRAHMER	Vancou-ver	Yoko-hama	Kobe	Naga-saki	Shai Woosung	Hong-kong
	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive	Leave	Arrive		Leave	Arrive	Arrive	Arrive	Arrive	Arrive
EMPEROR OF INDIA	Wedday 16 Sept.	19 Sept.	21 Sept.	23 Sept.	25 Sept.	7 Oct.	15 Oct.	22 Oct.	17 July	24 July	MONTEAGLE	29 July	14 Aug.	17 Aug.	Moji 19 Aug.	22 Aug.	— Aug.
									7 Aug.	14 Aug.	EMPEROR OF INDIA	30 Aug.	3 Sept.	4 Sept.	6 Sept.	8 Sept.	11 Sept.

## PASSAGE RATES—HONGKONG TO LONDON.

STRAMERS	Meals and Sleeping	Car Berth across	Canada 25 additional.
EMPEROR OF RUSSIA	£71.10	£71.10	—
EMPEROR OF ASIA	£65	£65	—
EMPEROR OF INDIA	£43	£43	—
EMPEROR OF JAPAN	—	—	—
MONTEAGLE	—	—	—

Hour of Departure.—All Steamers sail from Hongkong at Noon.  
Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States and Europe have the option of returning from San Francisco by the steamers of the PACIFIC MAIL S.S. CO. or TOYO KAISEN KAISHA.  
SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.  
AROUND THE WORLD RATES in connection with SUEZ MAIL LINES or TRANS-SIBIRIAN ROUTE.

## THE "EMPEROR OF RUSSIA" AND "EMPEROR OF ASIA"

registered tonnage 15,250, displacement 30,625 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.

SPLendid OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers.

HOTELS.—The service furnished by the Company's chain of Hotels is unsurpassed. THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Passengers may proceed by Rail between Ports of Call in Japan if so desired. Route from HONGKONG via SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK,  
GENERAL TRAFFIC AGENT, Corner Pender Street and Piers

## NOTICES TO CONSIGNEES

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer  
"NUBIA"  
Arrived Hongkong on 31st Aug. 1914.  
FROM ANTWERP LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.  
Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.  
Optional Goods will be landed here unless instructions are given to the contrary within 5 hours.  
Goods not cleared within 8 days including date of arrival will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and TUESDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.  
E. A. HEWETT,  
Superintendent.  
Hongkong, 21st August, 1914. [1]

## S.S. "CORDILLERE."

## COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from London, as s.s. "Baquet" from Havre ex s.s. "Mediterranean" in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks in the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.  
Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.  
Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 29th inst., at Noon, will be subject to rent and landing charges.  
All Claims must be sent in to me on or before the 1st Sept., or they will not be recognised.  
All damaged packages will be examined on the 29th inst., at 10 A.M.  
No Fire Insurance has been effected.  
P. THOMAS,  
Agent.  
Hongkong, 24th August, 1914. [2]

## "MOGUL LINE" OF STEAMERS.

## NOTICE TO CONSIGNEES

The Steamship "ERROLL"  
FROM GLASGOW, LIVERPOOL AND STRAITS.  
CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st Sept. will be subject to rent.  
All Claims against the Steamer must be presented to the Undersigned on or before the 15th Sept., or they will not be recognised.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st Sept., at 11 A.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.  
Hongkong, 26th August, 1914. [1076]

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

## S.S. "BENARTY"

FROM LEITH, MIDDLESBROUGH, LONDON AND STRAITS.  
CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Sept. will be subject to rent.  
All Claims against the Steamer must be presented to the Undersigned on or before the 9th Sept., or they will not be recognised.  
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd Sept., at 11 A.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.  
Hongkong, 26th August, 1914. [1077]

## INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STRAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA "FOOKSANG"	Saturday, 29th Aug., 3 p.m.
MANILA "LOONGSANG"	Saturday, 29th Aug., 2 p.m.
TIENSIN VIA SHANGHAI "LIENSANG"	Tuesday, 1st Sept., D'light.
TIENSIN "CHIPSANG"	Tuesday, 1st Sept., Noon.
SHANGHAI VIA NINGPO "WINGSANG"	Tuesday, 1st Sept., Noon.
SANDAKAN "HINSANG"	Wednesday, 2nd Sept., Noon.
SHANGHAI "CHOYSANG"	Thursday, 3rd Sept., Noon.
MANILA "YUENSANG"	Saturday, 5th Sept., 2 p.m.
TIENSIN "CHONGSANG"	Sunday, 6th Sept., D'light.
SHANGHAI, KOBE & MOJI "KUTSANG"	Tuesday, 8th Sept., D'light.

The Steamers "KUTSANG," "NAMSANG" and "LAISANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yokohama," "Kure," and "Loyat," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning direct to Hongkong. Time occupied 8 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yantai, Chefoo, Tientsin, Dairen, W'wei, Tientsin, Peking, etc.

† Taking Cargo on Through Bills of Lading to Kuantan, Lahad Datu, Simpang, Tawau, Ulu Kelantan and Labuan.

Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.,  
Hongkong, 28th August, 1914. GENERAL MANAGERS. [11]

## BRITISH INDIA S. N. CO., LTD.

## NEW SERVICE OF STEAMERS BETWEEN

## YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking

Passengers and Cargo at Current Rates

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

Telephone No. 215.

Hongkong, 16th April, 1914.

## THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

## "SHIRE" LINE SERVICE—HOMEWARDS.

FOR STRAMERS DATE OF DEPARTURE  
LONDON & ANTWERP ... "CARNAVONSHIRE" ... On 4th Sept.

## TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND ... "MERIONETHSHIRE" ... On 8th Sept.  
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND ... "CARDIGANSHIRE" ... On 30th Sept.

For Freight and Further Particulars, apply to Telephone No. 215 Sub Ex. No.

JARDINE, MATHESON & Co., Ltd., AGENTS.

Hongkong, 27th August, 1914. [140]



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ARCADIA Capt. S. Barcham	10 A.M. 28th Aug.	Freight and Passage.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, AND MARSEILLES	NILE Capt. H. Powell	About 29th Aug.	Freight and Passage.
LONDON VIA USUAL PORTS	MALTA Capt. G. W. Cookman, R.N.R.	Nom. 29th Aug.	See Special of Call
SHANGHAI, MOJI, KOBE, NAGASAKI AND YOKOHAMA	NAMUR Capt. A. Collyer	About 3rd Sept.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

Subject to immediate alteration without notice.

## NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 28th August, 1914.

# CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"YINGCHOW"	On 30th Aug. 4 P.M.
MANILA, CEBU AND ILOILO	"TEAN"	On 1st Sept. 4 P.M.
SHANGHAI	"LIANGCHOW"	On 1st Sept. 4 P.M.
BOHAIWAI AND HAIPHONG	"KAIFONG"	On 2nd Sept. 10 A.M.
WEIHAIWEI AND TIENTSIN	"HUICHOW"	On 3rd Sept. Noon.
MANILA, CEBU AND ILOILO	"CHINCHOW"	On 8th Sept. 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

MANILA LINE—TWIN-SCREW STEAMERS "CHINCHOW," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."  
SHANGHAI LINE—THE TWIN-SCREW STEAMERS "ANHUI," "CHENAN," "SHAOSHING" and the S.S. "LIANGCHOW," "LUCHOW" and "YINGCHOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
N.A.—Passengers must embark before Midnight on SATURDAY for the SUNDAY Morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.  
These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

## REDUCED FARE:—

HONGKONG TO SHANGHAI:—SINGLE \$45. RETURN \$75.  
For Freight or Passage apply to—  
BUTTERFIELD & SWIRE,  
Hongkong, 20th August, 1914. TELEPHONE 35. AGENTS. [3]

# THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

## MAIL SERVICE TO AUSTRALIA VIA MANILA.

### MAIL SCHEDULE (SUBJECT TO MODIFICATION.)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	2nd Sept.	On 26th Sept. 10 A.M.
EASTERN	14th Sept.	On 9th Oct. 10 A.M.
ALDENHAM	3rd Oct.	On 30th Oct. 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.  
For further particulars apply to

GIBB, LIVINGSTON & Co.,  
AGENTS.

# BRITISH INDIA S. N. CO., LTD. APCAR LINE.

## REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

## EASTWARD

S.S. "TAKADA," 6,800 tons, Captain Robins, will be despatched for KOBE and MOJI on 8th September.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,  
Hongkong, 22nd August, 1914. AGENTS. [49]

# DOUGLAS STEAMSHIP CO., LTD.

## HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

## FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgins	SATURDAY, 29th Aug., at 11 A.M.
"HAIYAN"	Capt. J. W. Evans	TUESDAY, 1st Sept., at 11 A.M.
"HAIYANG"	Capt. W. C. Pomeroy	FRIDAY, 4th Sept., at 11 A.M.

\* The s.s. "Haiyang" will not call at Swatow.

## FOR SWATOW AND RETURN. (Occupying 3 Days).

"HAIMUN" ... Capt. A. H. Stewart ... SUNDAY, 30th Aug., at 10 A.M.  
"WEDDAY," 2nd Sept., at 11 A.M.

During the Month of August FIRST CLASS RETURN FARES to FOCHOW will be subject to a Reduction of 20 per cent. on the full Fares.  
Steamers will arrive at and depart from the Company's Wharf (near Blake Pier).  
For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 27th August, 1914.

# TOYO KISEN KAISHA.



## SAN FRANCISCO LINE.

## VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
TENYO MARU	22,000—21 knots	from Nagasaki 15th Sept.
SHINYO MARU	22,000—21 knots	TUES., 22nd Sept.
CHIYO MARU	22,000—21 knots	TUES., 20th Oct.

\* Via Manila omitting Shanghai.

FIRST CLASS TO LONDON	£71.10...	RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	£60. ...	" " £96.10.
" " " SAN FRANCISCO	£45. ...	" " £68.

## SPECIAL SUMMER RATES TO JAPAN.

NAGASAKI	KOBE	YOKOHAMA
\$120.	\$135.	\$150.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

## SOUTH AMERICA LINE.

## VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

### THENCE BY

### TRANS-ANDIAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
SEIYO MARU	14,000—14 knots	Saturday, 3rd October.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,  
King's Building.

TELEPHONE 291.

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

### PROPOSED SAILINGS:

FROM HONGKONG:	"SUBAT"	FROM COLOMBO:
29th August		

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

### PROPOSED SAILING.

From Hongkong: "SALAMIS" 25th Oct.  
FIRST CLASS ACCOMMODATION FOR PASSENGERS  
FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,  
MANAGING AGENTS.

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# OSAKA SHOSEN KAISHA.

## REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

### THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY Co

FOR SEATTLE AND TACOMA VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"SEATTLE MARU"	T. Saito	THURSDAY, 3rd Sept., at 4 P.M.
"MEXICO MARU"	N. Kobayashi	WEDDAY, 16th Sept., at 4 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

## FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
FOR FOCHOW VIA SWATOW AND AMOY.		
FOR TAMSUI VIA SWATOW AND AMOY.		
"DAIGI MARU"	S. Tokumitsu	SUNDAY, 30th Aug., at Noon.
"DAIJIN MARU"	K. Murakami	

## FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	X. Hattori	WEDNESDAY, 2nd Sept., 10 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,  
MANAGER,  
Second Floor No. 1 Queen's Building.

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# PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

## PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamers to	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from COLOMBO to	Leave MARSEILLES	Leave LONDON
"ORIENTAL" leaves YOKOHAMA	COLOMBO.	HAI	KONG.	MARSEILLES and LONDON		
P.M. Thurs.		6 P.M. Tues.	Noon. Satur.		Saturday	Friday
Aug. 20	MALTA	Aug. 25	Aug. 29	MAIWA	Sept. 26	Oct. 2
Sept. 3	ARCADIA	Sept. 8	Sept. 12	MOBBA	Oct. 10	Oct. 16
Sept. 17	DEVANHA	Sept. 22	Sept. 26	MALOJ	Oct. 23	Oct. 29
Oct. 1	ORIENTAL	Oct. 6	Oct. 10	MOOLTAN	Nov. 6	Nov. 12
Oct. 15	MALTA	Oct. 20	Oct. 24	MOLDAVIA	Nov. 20	Nov. 26
Oct. 29	ARCADIA	Nov. 3	Nov. 7	KHYBER	Dec. 4	Dec. 10

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles in Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer at the Express Mail Steamer at PORT SAID.  
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

### FARES:

The Fares to London and Marseilles are as follows:—

	LONDON	MARSEILLES
1st Saloon "A"	Accommodation Single £65. Return £97.	Return £89.
2nd Saloon "A"	" " " £59. " £83.	" " £66.
"B"	" " " £44. " £66.	" " £51.
1st Saloon "A"	Accommodation Single £61. Return £91.	Return £83.
2nd Saloon "A"	" " " £55. " £83.	" " £63.
"B"	" " " £42. " £63.	" " £57.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

## LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES  
PROPOSED SAILINGS:

STEAMERS.	Leave Y'HAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'rselles	Due at London
	about	about	about	about	about	about
NILE	Aug. 4	Aug. 21	Aug. 29	Aug. 31	Sept. 23	Oct. 6
SARDINIA	Sept. 1	Sept. 10	Sept. 16	Sept. 22	Oct. 21	Nov. 1
NUBIA	Sept. 15	Sept. 24	Sept. 30	Oct. 6	Nov. 4	Nov. 16
NAMUR	Sept. 29	Oct. 8	Oct. 14	Oct. 20	Nov. 18	Nov. 22
NOVARA	Oct. 27	Nov. 5	Nov. 11	Nov. 17	Dec. 14	Dec. 25

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

### FARES TO LONDON:

1st Saloon £50 Single; £75 Return. 2nd Saloon £35 Single; £52 Return

### FARES TO MARSEILLES:

1st Saloon £46 Single; £71 Return. 2nd Saloon £33 Single; £50 Return

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWETT,  
SUPERINTENDENT.

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# NIPPON YUSEN KAISHA THE JAPAN MAIL STEAMSHIP CO

## PROJECTED SAILINGS FROM HONGKONG—

### SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KAMO MARU Capt. Shimizu	16,000	WEDNESDAY, 9th Sept., at 10 A.M.
VICTORIA, B.O., and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	YOKOHAMA MARU Capt. S. Wada	12,500	TUESDAY, 8th Sept., at 4 P.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TANGO MARU Capt. Sekine	9,600	WEDNESDAY, 26th Sept., at Noon.
CALCUTTA via SINGAPORE, PENANG and RANGOON	NIKKO MARU Capt. K. Takeda	9,300	WEDNESDAY, 21st Oct., at Noon.
BOMBAY via SINGAPORE, PENANG and COLOMBO	RANGOON MARU Capt. Kamekura	12,500	MONDAY, 14th Sept.
SHANGHAI, KOBE and YOKOHAMA	KAWACHI MARU Capt. Nakamura	12,500	FRIDAY, 29th Aug.
MOJI and KOBE			
NAGASAKI, KOBE and YOKOHAMA			

\* Fitted with New System of Wireless Telegraphy. Cargo only.  
Notice.—"Kumano Maru," "Kamakura Maru" and "Hakata Maru" have withdrawn from their Lines and not been replaced by substitutes.

## REDUCED SUMMER RATES

### BETWEEN

### HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months. Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
1st Class	\$135	\$122	\$108	\$95
2nd	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241

(3-9-14)



